



# CAPITAL FACILITIES PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM

2022-2027



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# MEMORANDUM

## Memorandum

Date: June 28, 2021

To: Lynnwood City Council  
Citizens of Lynnwood

From: Nicola Smith, Mayor

Re: Capital Facilities Plan (CFP) 2022-2027

This is the CFP for the years 2022 through 2027. On June 14, 2021, Council adopted Ordinance No. 3390 approving this plan. The CFP is a planning document that serves to coordinate the scheduling and funding needs for major projects undertaken by the City over the next six-year period. Projects defined in this 2022 – 2027 CFP, requires specific authorization and appropriation by the Council beyond the adoption of the 6-year TIP.

Individual project information is included.

The CFP is a planning document and it does not appropriate funds. The Council will be presented with Capital budgets for approval as a part of the budget. Those projects are a subset of the CFP. The CFP also makes it possible to apply for various project grants through state and federal agencies.

This plan provides a complete review of the needed capital projects in the city. It serves as a very important tool the community can use to help ensure the important capital facilities necessary for city services are maintained or developed as needed.

The long-range vision of the City's infrastructure is the result of a combined effort and input of City Council, Citizens, and City staff.

Special thanks to the departments of the city that helped make the development of this important capital program a meaningful effort.

# ORDINANCE: CAPITAL FACILITIES PLAN (CFP)

## Ordinance: Capital Facilities Plan (CFP)



### ORDINANCE NO. 3390

AN ORDINANCE ADOPTING THE CAPITAL FACILITIES PLAN  
FOR THE CITY OF LYNNWOOD FOR THE PERIOD 2022  
THROUGH 2027; AND PROVIDING FOR AN EFFECTIVE  
DATE, SEVERABILITY, AND SUMMARY PUBLICATION.

WHEREAS, the City of Lynnwood has adopted a Comprehensive Plan and has amended it in accordance with the requirements of Chapter 36.70A RCW (The Growth Management Act); and

WHEREAS, the Growth Management Act requires a Capital Facilities plan as mandatory element of the City's Comprehensive Plan; and

WHEREAS, the Growth Management Act (RCW 36.70A.130) allows the City to amend the Capital Facilities Element of the Comprehensive Plan concurrently with the adoption of the budget; and

WHEREAS, the Capital Facility Plan provides the six-year capital facility program for the Capital Facilities and Utilities Element of the City's Comprehensive plan;

WHEREAS, the City Council held a public hearing on May 24, 2021 on the Capital Facilities Plan provided for in this ordinance and determined that the Capital Facilities Plan in conjunction with the Capital Facilities and Utilities Elements are consistent with RCW 36.70A.070(3) and the Comprehensive Plan and are desirable and are in the public interest and welfare; and

WHEREAS, the City Council adopted Resolution 2003-16 establishing a Capital Project Authorization Process that identifies the approving ordinance (of the Capital Facilities Plan) as a plan of action wherein no final approval to proceed with specific projects is made; Projects defined in the 2022–2027 Capital Facilities Plan requires specific authorization and appropriation by the Council in a subsequent Budget approval, and

THE COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

**SECTION 1: Capital Facilities Plan.** That portion of the Comprehensive Plan entitled The Six-Year Capital Facilities Plan (2020-2025): is hereby amended and replaced by "The Six-Year

Ordinance 3390

# ORDINANCE: CAPITAL FACILITIES PLAN (CFP)

Capital Facilities Plan (2022-2027)", which document is incorporated and adopted herein by reference. All projects in the Plan are approved for general "internal" planning purposes only, and specific authorization and appropriation by the Council of a capital project shall be by ordinance and shall be required for each capital project of the city.

**SECTION 2: Severability.** If any section, subsection, sentence, clause, phrase or word of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof, shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this Ordinance.

**SECTION 3: Effective Date and Summary Publication.** This Ordinance shall take effect and be in full force five (5) days after its passage, approval, and publication of an approved summary thereof consisting of the title.

PASSED BY THE CITY COUNCIL, the 14<sup>th</sup> day of June 2021.

APPROVED:

*Nicola Smith* 6/21/2021

Nicola Smith, Mayor

ATTEST/AUTHENTICATED:

APPROVED AS TO FORM:

*Karen Fitzthum*

*Rosemary Larson*

Karen Fitzthum, City Clerk

Rosemary Larson, City Attorney

Ordinance 3390

# ORDINANCE: TRANSPROTATION IMPROVEMENT PROGRAM (TIP)

## Ordinance: Transprotation Improvement Program (TIP)



### ORDINANCE NO. 3389

AN ORDINANCE ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2022-2027 FOR THE CITY OF LYNNWOOD TO BE FILED WITH THE WASHINGTON STATE SECRETARY OF TRANSPORTATION; PROVIDING FOR SEVERABILITY, AN EFFECTIVE DATE, AND FOR SUMMARY PUBLICATION.

WHEREAS RCW 35.77.010 requires that the legislative body of each city and town shall prepare and adopt a "Comprehensive Transportation Program" for the ensuing six calendar years to serve as a guide in carrying out a coordinated street construction program, and that said legislative body shall annually thereafter review, amend as necessary and readopt said Comprehensive Transportation Program; and

WHEREAS in compliance with RCW 35.77.010 there exists a Six Year Transportation Improvement Program (TIP) for the City of Lynnwood identifying streets, types of improvements needed and estimated costs; and

WHEREAS the transportation facility planning is an element of the City Comprehensive Plan adopted by Ordinance 3142 on June 22, 2015, as amended; and

WHEREAS the City Council of the City of Lynnwood has reviewed the work accomplished under said Program, determined current and future City street and arterial needs, and based on these findings has prepared a Six-Year Comprehensive Transportation Program for the next ensuing six years; and

WHEREAS after due notice, a hearing on the proposed Program was held by the City Council in accordance with RCW 35.77.010; and

WHEREAS it has been found that there will be no significant adverse environmental impacts associated with the listing of the projects in the proposed Program;

THE COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Ordinance 3389

# ORDINANCE: TRANSPROTATION IMPROVEMENT PROGRAM (TIP)

**SECTION 1.** That the transportation projects of the 2022-2027 Capital Facilities Plan attached to this ordinance is designated and adopted as the official: "Six-Year Transportation Improvement Program (TIP): 2022-2027" of the City of Lynnwood, Washington.

**SECTION 2.** That the Director of Public Works, or his designee, is hereby directed to file with the Secretary of Transportation of the State of Washington a certified copy of this ordinance and relevant documents.

**SECTION 3: Severability.** If any section, subsection, sentence, clause, phrase, or word of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof, shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this Ordinance.

**SECTION 4: Effective Date.** This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

PASSED BY THE CITY COUNCIL, the 14<sup>th</sup> day of June 2021.

APPROVED:

*Nicola Smith* 6/21/2021

Nicola Smith, Mayor

ATTEST/AUTHENTICATED:

*Karen Fitzthum*

Karen Fitzthum, City Clerk

APPROVED AS TO FORM:

*Rosemary Larson*

Rosemary Larson, City Attorney

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# INTRODUCTION

## Introduction

This Capital Facilities Plan (CFP) is an inventory of capital projects organized by Department/Program and consists of the following sections:

- Administrative Services – Information Services
- Park, Recreation & Cultural Arts Administration
  - Building & Property Services
  - Parks & Recreation
- Police Administration
- Public Works Administration
  - Building & Property Services
  - Street Projects
  - Utility Projects – Enterprise Funds
    - Sewer
    - Stormwater
    - Water

The Streets projects of CFP are the transportation related projects of Transportation Improvement Program (TIP). The Utility Projects are Enterprise Funds and have a dedicated funding source. Since these projects are all managed by the Public Works Department they are grouped by element (i.e. Water, Sewer, and Stormwater).

### WHAT ARE CAPITAL FACILITIES AND WHY DO WE NEED TO PLAN FOR THEM?

Capital facilities are all around us. They are the public facilities we all use on a daily basis. They are our public streets and transportation facilities, our City parks and recreation facilities, our public buildings such as libraries and community centers, our public water systems that bring us pure drinking water, and the sanitary sewer systems that collect our wastewater for treatment and safe disposal. Even if you don't reside within the City, you use our capital facilities every time you drive, eat, shop, work, or play here.



# INTRODUCTION

While a Capital Facilities Plan (CFP) does not cover routine maintenance, it does include renovation, major repair or reconstruction of damaged or deteriorating facilities. While capital facilities do not usually include furniture and equipment, a capital project may include the furniture and equipment associated with a newly constructed or renovated facility. Our CFP also includes the acquisition of major computer systems and personal computers, etc. Capital improvements that are included in the CFP are generally defined as those with a cost more than \$100,000 and with a useful life of at least five years. The CFP may also identify expenditures less than \$100,000 that are considered significant or may be necessary to meet distinct regulatory requirements.

All of these facilities must be planned for years in advance to assure that they will be available and adequate to serve all who need or desire to utilize them. Such planning involves determining, not only where the facilities will be needed, but when; and not only how much they will cost, but how they will be paid for.

The planning period for a CFP is six years. The adoption of the CFP does not include specific appropriation of funds. Such appropriation will come subsequently, by specific Council action and adoption of budget.

The CFP is an important link between the City's planning and budgetary processes, allowing us to determine the projects that are needed to achieve the goals of the Comprehensive Plan and assuring that we will have adequate funds to undertake these projects. It is an integral component of the City's twenty-year Comprehensive Plan and directly related to growth management implementation. New information and priorities are continually reviewed and annual amendments to the CFP must maintain consistency with all other elements of the Comprehensive Plan.

## THE STATE GROWTH MANAGEMENT ACT, AND ITS EFFECT ON THE CAPITAL FACILITIES PLANNING PROCESS

In 1990, in response to the effect of unprecedented population growth and pressure on our State's environment and public facilities, the Washington State Legislature determined that "uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic

# INTRODUCTION

development, and the health, safety, and the high quality of life enjoyed by the residents of this state.” Further they found that “it is in the public interest that citizens, communities, local governments, and the private sector to cooperate and coordinate with one another in comprehensive land use planning.” The State of Washington Growth Management Act (GMA) was adopted by the Legislature in that year to address its concerns.

The GMA requires the City of Lynnwood and other high growth cities and counties to write, adopt and implement local comprehensive plans that will guide all development activity within their jurisdictions and associated Urban Growth Areas (UGA) over the next twenty years. Each jurisdiction is required to coordinate its comprehensive plan with the plans of neighboring jurisdictions, and unincorporated areas located within designated Urban Growth Areas must be planned through a joint process involving both the city and the county.

The GMA requires that comprehensive plans guide growth and development in a manner that is consistent with the following State planning goals:

- 1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- 2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- 4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- 5) Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting

# INTRODUCTION

economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands and discourage incompatible uses.

9) Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

# INTRODUCTION

## I. THIS CAPITAL FACILITIES PLAN AS AN ELEMENT IN LYNNWOOD'S COMPREHENSIVE PLAN

The Growth Management Act requires inclusion of seven mandatory planning elements in each jurisdiction's comprehensive plan and suggests the inclusion of several optional elements. The mandatory elements are:

- 1) A capital facilities element, with a six-year plan for financing identified capital needs.
- 2) A land use element.
- 3) A housing element.
- 4) A utilities element.
- 5) A transportation element.
- 6) An economic development element.
- 7) A parks and recreation element.

Lynnwood's adopted Comprehensive Plan also includes elements for Cultural and Historic Resources, Environmental Resources, and Implementation.

## II. CONCURRENCY AND LEVELS-OF-SERVICE REQUIREMENTS

The Growth Management Act requires jurisdictions to have capital facilities in place and readily available when new development occurs or a service area population grows. This concept is known as concurrency. Specifically, this means that:

- 1) All public facilities needed to serve new development and/or a growing service area population must be in place at the time of initial need. If the facilities are not in place, a financial commitment must have been made to provide the facilities within six years of the time of the initial need; and
- 2) Such facilities must be of sufficient capacity to serve the service area population without decreasing service levels below locally established minimum levels, known as levels-of-service.

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Levels-of-service are quantifiable measures of capacity, such as acres of parkland per capita, vehicle capacity of intersections, or water pressure per square inch available for the water system.

Minimum standards are established at the local level. Factors that influence local standards are citizen, City Council and Planning Commission recommendations, national standards, federal and state mandates, and the standards of neighboring jurisdictions.

The GMA stipulates that if a jurisdiction is unable to provide or finance capital facilities in a manner that meets concurrency and level-of-service requirements, it must either:

- (a) adopt and enforce ordinances which prohibit approval of proposed development if such development would cause levels-of-service to decline below locally established standards, or
- (b) lower established standards for levels-of-service.

### III. DETERMINING WHERE, WHEN AND HOW CAPITAL FACILITIES WILL BE BUILT

In planning for future capital facilities, several factors have to be considered. Many are unique to the type of facility being planned. The process used to determine the location of a new park is very different from the process used to determine the location of a new sewer line. Many sources of financing can be used for certain types of projects. Once a project starts then the funding or financing sources will be identified. This capital facilities plan, therefore, is actually the product of many separate but coordinated planning documents, each focusing on a specific type of facility. Future sewer requirements are addressed via a sewer plan; parks facilities through a parks and recreation plan; urban trail facilities through a non-motorized transportation plan; storm drainage facility needs through storm water plans; water facility needs through a water plan; transportation needs through a transportation plan; and information systems through an information technology plan.

In addition, the recommendations of local citizens, the advisory boards, and the Planning Commission are considered when determining types and locations of projects. Some capital needs of the City are not specifically included in a comprehensive plan. Nonetheless, many of these projects are vital to the quality of life in Lynnwood. However, these projects do meet the growth management definition of capital facilities because of the nature of the improvement, its cost or useful life.

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## IV. CAPITAL FACILITIES NOT PROVIDED BY THE CITY

In addition to planning for public buildings, streets, parks, trails, water systems, sewer systems, and storm drainage systems, the GMA requires that jurisdictions plan for 1) public school facilities, 2) solid waste (garbage) collection and disposal facilities. These facilities are planned for and provided throughout the UGA area by the Edmonds School District and the Snohomish County Department of Solid Waste, respectively. Each county and city must also provide a process for identifying and siting “essential public facilities” within our area. These could include major regional facilities that are needed but difficult to site, such as airports, light rail and bus facilities, state educational facilities, solid-waste handling facilities, substance abuse and mental health facilities, group homes and others. The City of Lynnwood has adopted a common siting process in the City’s Comprehensive Plan to guide decision-making on such facilities.

## V. FUNDING SOURCES

Capital projects draw funding from many sources, depending on the type of project, the complexity, and the overall cost. For example, a large road improvement project may have 10 or more funding sources that could include, but not be limited to, state and federal grants, City general funds, Real Estate Excise Taxes, Transportation Benefit District Funds, Transportation Impact Fees, City Utility Funds for water, sewer, and/or storm upgrades, private utility contributions, and/or neighboring jurisdiction contributions. The complexity of the funding for large projects is one of the reasons why large capital projects can take many years to move from conception to completion. The following is a list of funding sources that will be used to pay for projects in this plan. Decisions on funding sources have already been made for projects that are funded, partially funded, or budgeted in the current biennium. Future projects are much more speculative to what type of funding will be utilized. Specific information on types of funding for each project is not included in this plan because that information is either more specifically contained in financial plans for each project or in the adopted budget, or the funding sources are not known or too speculative to list.

**City General Funds:** The City currently contributes general funds towards capital projects via the Capital Development Fund 333. This money can be used for any type of project. The City has also established

# INTRODUCTION

the Economic Development Investment Fund (EDIF) that generates dollars from certain development projects that then can be used to reinvest in capital projects that support further economic development. There are requirements established by the program for qualifying for use of these funds.

**City Utility Funds:** The City's Water, Sewer, and Storm Utility Fund 411 generates customer rates that can be used for capital expenses related to Water, Sewer and Storm improvements. The City has also instituted a sewer connection charge that requires new growth to pay towards capital improvements that their growth requires. All utility projects listed in this plan are funded by these funds.

**Real Estate Excise Taxes (REET):** The City has implemented REET taxes on the sale of any real property in Lynnwood. These funds must be used pursuant to state law and can fund many types of City projects.

**State and Federal Grants:** There are various state and federal grant programs that the City must apply and compete for. These generally apply to transportation projects and parks projects, but can also occasionally include other types of projects. These amounts can vary widely, depending on the program. For example, the City received \$14.8 million dollars from the State of Washington towards our 196<sup>th</sup> Street SW Improvement Project.

**Park Impact Fees:** The City in 2018 adopted fees that new development must pay towards park needs created by the new demands of their development.

**Transportation Impact Fees:** The City requires new developments that create additional trips to pay towards transportation projects that mitigate for their new trips.

**Transportation Benefit District (TBD):** The City formed a TBD that generates funds from sales taxes. These funds can be used towards transportation capital projects.

**Other Jurisdiction Funds:** Occasionally a capital projects is shared with or somehow benefits a partner agency. Examples of this could be the Cities of Mountlake Terrace or Edmonds, Snohomish County, Verdant Health District, or our transit agencies. These funds are particular to that project.

## PROJECT LIST (2022-2027)

### Project List (2022-2027)

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City of Lynnwood Six Year CFP List 2022-2027												
Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and * - has some funding in the current biennium)												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	PLANNED EXPENSES (\$ in thousand)						
						2022	2023	2024	2025	2026	2027	Project Total Expense
Police Administration Projects												
New Justice Facility	PD2004004A	Police Administration	2004	Police Station	P*	60,000	0	0	0	0	0	60,000
Development of a new Community Justice Center which consists of a new police department, parking structure, jail addition and court remodel. The Community Justice Center will be placed on the existing Civic Justice Center site and utilize the City owned acre located directly east (adjacent) to current site. The Police Department has a study and pre-design concept which was refreshed and completed in late 2018. The department has been approved for design services on this project, which are underway, and are funded in the Police Department Budget for 2019-20. This infrastructure improvements are necessary to house current and future staff as well as to develop programmatic enhancements that have been conceptually presented to City Council and involve a partnership with Community Health Center of Snohomish County. The jail addition is necessary to meet best practices standards, ADA requirements and standards for State accreditation. The current facility does not meet these standards. The City Executive's Office, City Council and Community Health Center have all offered support in writing for this project. This project has been presented to Council and the design funding has been approved in the 2019-20 City Budget. Additionally, the City has worked with PFM financial advisors to present funding												

<p>discussions and options to the Council Finance Committee for construction of the facility.</p> <p>The priority for this project is "High". The level of service for our community is significantly impacted, especially in the area of service to those who are living with drug and alcohol substance abuse disorder, mental health issues or who lack resources. Our community partner, Community Health Center of Snohomish County, is also relying upon this partnership to expand their services in Lynnwood for those who face barriers to healthcare. The space needs in the police department, jail and court all impact the ability to programmatically enhance these services for our community.</p>							
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Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Information Technology Projects												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	2022	2023	2024	2025	2026	2027	Project Total Expense
<b>Email Storage Increase - State Records Compliance</b>	BP2008039A	Information Technology	2008	N/A	F	60	40	40	20	20	0	180
<p>Upgrade of equipment and software to allow for Email storage capacity was purchased in 2008. Phase II - eDiscovery proposed for 2013. Cataloging, Indexing, Retention, and retrieval system for all electronic media. Mandated by State Electronic Records RCW.</p> <p>This is necessary to meet the State Records Compliance requirements. This is a major project estimated at \$150,000. This has been delayed due to budgetary constraints, but the data requests continue to strain the existing systems and will inhibit the spirit of the law which requires a reasonable effort in response. Fines can be levied for noncompliance.</p> <p>Provide quick and reasonable retrieval of electronically stored documents. State mandated RCW's determined electronic records to be retained in accordance with State retention rules per agency and retention category. The city has been scanning paper to electronic documents and saving email documents for retention and retrieval since 2008. This system needs to be expanded and search capabilities enhanced to incorporate the increasing volume of stored documents. A centralized single system will be utilized to provide storage, backup, and safe management of these regulated files. Although there are retention dates and documents will be purged at different intervals, there are other documents that are for perpetuity. Ongoing maintenance and storage will be an ever-present factor. The current system was implemented in 2008 as a three year stop gap measure to address email collection and retention. That window has passed and the structure of retention has grown. A comprehensive application and proper storage allotments need to be provisioned to handle the ever-growing business needs of document control, retention, and retrieval.</p> <p>This is a compliance requirement from the State of Washington RCW's, Electronic Records Retention.</p>												

<p>It should be noted that the State continues to lay new public record retention requirements on Cities . Recent additions now include many new Information Technology retention requirements including network access, metadata retention and others. This has the opportunity to seriously impact our storage requirements. The Capital Budget has been adjusted to reflect these new requirements</p> <p>Recent decision by the Supreme Court of the State of Washington (in re: O'Neill v City of Shoreline) has impacted our document retention, storage and e-discovery processes and requirements. With the need to now store and provide "metadata" to all public records requests the need to implement our e-Discovery and Storage solutions to comply with State law has become critical.</p>												
<b>CityWide Wireless Project</b>	BP2008031A	Information Technology	2008	City wide	P*							
<p>Design and implement a City wireless network that will provide 24/7 ancillary network connectivity to all Public Safety Vehicles and City Field Operations Staff. This project will expand the City 's network infrastructure to utilize private access points to provide Police, Fire, Bldg. Inspectors, and other Field Workers with direct high-speed connectivity while outside of City Facilities. This communications link will provide asset management and increase staff productivity and efficiencies by providing them access to City applications and other government agencies like NCIS, CJIS, 911 Dispatch, Hospitals, and other data sources including the Internet. This internal structure would be independent of public influence of congestion, cost increases, service loss, and business conflicts.</p> <p>Our City staff need access to these applications while in the field to increase efficiency and have access to critical data while on job sites or when responding to emergency situations. This system will enhance Public Safety access to NCIS database, CJIS database and other city provisioned services that will enhance the first responders and other city support staff's ability to respond more effectively.</p> <p>Information Services Strategic Emergency Support Plan This will increase the level of service offered to our citizens. This will require a funding source.</p>						288	150	250	250	250	0	1,188

IT Plan: Service Enhancements (Issues, Upgrades, Improvements)	BP2005021C	Information Technology	2005	City wide	P*							
<p>This funding is scheduled to address a wide variety of technology requests and service enhancements from all departments. Included is funding for:</p> <ul style="list-style-type: none"> <li>- Expand wireless network access locations amongst city owned sites.</li> <li>- Storage Expansion for continued growth and retention</li> <li>- Network Infrastructure enhancements replacements.</li> </ul> <p>This wide variety of technology requests are department driven, and will enhance their service delivery to our citizens, local businesses and anyone who does business with our City. Without a centralized funding approach, each department will ask for individual funding, or expand their budget requests to include the necessary funding, and we will lose management and oversight of the projects.</p> <p>Ongoing Information Technology Plan and Technology Adjustments</p> <p>As the adoption of technology continues expand, our citizens, customers and staff come to expect this level of service from their local government. A forward-looking community will proactively provide these services before they are demanded by the public.</p>						100	100	100	100	100	0	500

IT Plan: Desktop Infrastructure Supporting Reliable City Operations	BP2005021B	Information Technology	2005	City wide	F*							
<p>The IT Plan calls for annually replacing 1/3 of the Departmental Desktop PC's to include Police/Fire mobile terminals required to support City Public Services and Day-to-Day Department Operations. The majority of the City's desktop infrastructure was acquired in the initial 2000 IT Plan. The City is currently licensed and uses the Microsoft suite platform for Operating System and Office Business Application. It's essential that the City deploy and maintain current levels of the operating system and applications. Industry compatibility and security measures require us to remain current and enable us to communicate and collaborate with other government agencies and the general public.</p> <p>Continual advances in software capability require corresponding investments in desktop hardware. Desktop software is only supported by manufacturers for a limited period of time. Without software support security enhancements and corrections are no longer available, which increases the City's vulnerability to digital threats.</p> <p>Ongoing Information Technology Refresh Plan</p> <p>These upgrades are required to continue the current Level of Service that the City and Departments depend on to carry-out their public mission. These are started being implemented in 2007 and are continuing to be implemented.</p> <p>Please note that the replacement plan has been adjusted to accommodate a 3-year refresh cycle. This more closely matches industry best practices and maximizes the value of the equipment. Information Technology is also considering adopting a software as a service (SaaS) model for desktop office applications. SaaS applications are based on annual subscriptions and are the direction the IT industry has been heading for a number of years. Some of the systems used by the City are already using this model or will be as software manufacturers change their business models.</p>						150	150	150	150	150	0	750

<b>Technology Disaster Recovery Project</b>	200900139	Information Technology	2009	City wide	P							
<p>The City has invested significantly in the rebuilding of our IT Infrastructure. The City also sits in a heavy weather zone that from time to time causes power outages and other potentially damaging occurrences. This project is to design and build our disaster recovery system so that the City can withstand and continue to operate in case of a significant event that would otherwise interrupt business and public safety needs both in first responder as well as rapid business response. The City also invested in our EOC Center in 2009, this project moved Lynnwood into a disaster management center and allows for a technology smart environment, allowing operations like networking, telecommunications and accounting activities and the ability to be maintained in operational mode during such events. This enhancement will provide and include a remote site that is 30 miles away and will include a backup and emergency operations facility and providing reduced but functional business services. To maintain continuity of business and communications during significant emergency events. First responder support, city emergency notification center, emergency support services, public response and communications. This will expand to allow for a rapid government emergency response and to provide to the public sector, continued services for conducting city business services during emergency events. Service such as permits, planning, and most normal payment processing. Ongoing support and maintenance. This includes EOC laptop refresh and AV system upgrade.</p>						55	15	15	15	15	0	115
<b>Fiber Network Expansion</b>	200900140	Information Technology	2011	City wide	P							
<p>Currently the City Network is 100% Fiber Backbone. This is a very high-speed network architecture that eliminates connection or choke points for City network traffic. Currently our network architecture is "point to point" this was Phase I of our infrastructure redesign. Phase II is to build a "mesh" architecture into our network design. This will enable redundancy and continuity of service into the network backbone. If one segment fails or is disabled, the upgraded architecture will reroute other, diverse paths, and maintain service connections to all City Facilities.</p> <p>To maintain continuity of operations during network disabling events and provide a technology platform for growth, ease new technology adoption, and enhanced productivity. Enterprise network continuity and structural integrity. Provisioning secured and redundant access to 911 services and normal calling infrastructure and increased ability to expand to video conferencing and other future technologies that will be required to maintain a business continuity with other agencies and businesses. Provide high bandwidth inter-connectivity between city buildings and outside sources.</p>						175	115	125	50	50	0	515

Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Public Works Administration Projects - Building Projects												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	2022	2023	2024	2025	2026	2027	Project Total Expense
General Repairs and Capital Maintenance of All Municipal Buildings	201000146	Public Works Administration	2010	City Buildings	P*	500	500	500	500	500	0	2,500
This project provides a yearly pool of funds necessary for ongoing capital upkeep of the City 's municipal buildings. Detailed analysis is underway justifying yearly funding needs to provide for preventative maintenance and repair of unanticipated breakdowns in infrastructure. Former Project number BP2006029A. In 2011, the City conducted a facilities assessment of eight city-owned buildings to determine the condition of each and to provide recommendations as to anticipated maintenance requirements. Their report, finalized in 2012, provides a long-range prioritized list of building deficiencies with an estimated cost to repair in 2012 dollars. It became a comprehensive planning document for the Building and Property Services division of Public Works. An update to this plan is in process starting in 2020. The costs set forth in these reports, adjusted for inflation, provide the basis for the funds requested for capital upkeep of City buildings in the 6-year Capital Facilities Plan. Maintenance of existing infrastructure has been identified in Community Visioning and City Council priorities of government.												



<b>City Municipal Complex Parking and Safety Enhancements</b>	201200163	Public Works Administration	2013	City wide	P*	1,500	0	0	0	0	0	1,500
Originally, the plan was to design & build an approximately 30-stall parking lot on vacant land north and west of the Lynnwood Recreation Center. This plan has been broadened to include improvements throughout the complex with no design decided upon to date. This parking lot expansion would provide overflow parking during peak use hours at the Lynnwood Recreation Center												
<b>City Buildings Space Needs Analysis</b>	201700101	Public Works Administration	2017	City Hall Campus	F*	30	0	0	0	0	0	0
A municipal buildings space needs analysis needs to be completed to look at how the City will provide space to its employees and functions as the City develops over the next 2 to 10 years and beyond. Considerations include the pending lease expiration on the Annex Building that houses our permitting functions and the future location of the Police Evidence facility. Input from ongoing studies around the City Center will be considered. Work is ongoing.												
<b>City Center Building Remodel</b>	201800101	Public Works Administration	2018	City wide	N	300	500	500	500	0	0	1,800
Pending the outcome of the Municipal Buildings Space Needs Analysis started in 2017 there are anticipated needs to remodel municipal building spaces. Depending on that analysis, the building(s) may or may not be located in the City Center area. Work is ongoing.												
<b>Municipal Buildings: ADA Upgrades</b>	201900107	Public Works Administration	2019	City wide	P*	50	50	50	50	50	50	300
Minor remodels and enhancements of facilities to meet Americans with Disabilities Act (ADA) requirements. This program will meet Federal Requirements.												

<b>Regional Veterans Hub</b>	202000001	Public Works Administration	2020	Unknown	N							
<p>The proposal is to acquire an estimated 2,500 square ft. building for the use of a regional veterans hub that would staff a future 1.5 FTE and provide work space of City-contracted human service providers, including a gathering space to serve veterans and their families. The preferred location would be accessible to public transportation.</p> <p>The regional veterans center has been a Mayor's initiative since 2015, led by the South Snohomish Veterans Task Force and recently supported by the Human Services Commission.</p> <p>Acquisition of the building would be with public and private funding opportunities.</p>						400	0	0	0	0	0	400
<b>Edmonds School District Homeless Students Housing Facility</b>	202000002	Public Works Administration	2020	Unknown	P*							
<p>The proposal is to build Edmonds School District Homeless Students Housing Facility. The funding of this project will come from Verdant Health District, City of Edmonds, Edmonds school district, AHA, HASCO, Snohomish County, housing hope, YWCA, Premera, Swedish and Hospital, and/or other partners.</p>						50	0	0	0	0	0	50

Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Public Works Administration Projects – Water Projects												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	2022	2023	2024	2025	2026	2027	Project Total Expense
<b>44th Ave Missing water main Link Install</b>	202100001	Public Works Administration	2020	44th Ave W	F	0	0	0	500	0	0	500
Installing missing link of water main on 44th Avenue.												
<b>Rebuild Pressure Reducing Water Valve No. 2</b>	201900123	Public Works Administration	2017	40th Ave W at approximately 19500 block	F*	157	0	0	0	0	0	0
Improving and rebuilding pressure reducing valve #2, leading to construction of the recommendation. This valve station currently is in a confined space with inadequate space for maintenance and poor ventilation leading to increased corrosion. Valve function is critical for the needs of the City Center.												
<b>Water Main Replacement</b>	WA200605 0A	Public Works Administration	2006	City wide	P*	1,000	1,000	1,000	1,000	1,000	1,000	6,000
Annual watermain replacement program of 4" undersized mains and deteriorated steel mains based on yearly analysis of repair. There exist many dead-end, 4" watermain serving various cul-de-sacs throughout the City. Maintenance records and the comp plan will be consulted to determine the most appropriate sequence for upgrading these undersized mains to 6" or 8" mains.												

Water Storage Tank Upgrades	200900137	Public Works Administration	2009	Water Storage Tanks	F*							
Repair or replace the roof on the City's 3-million gallon water reservoir and seismic upgrades. Paint above ground 2.77 MG steel storage tank (inside and outside) in accordance with its life cycle maintenance schedule. This project will also add safety railings and platforms to the tanks as needed to bring the tanks to current codes. Paint above ground 3.0 MG steel storage tank (inside and outside) in accordance with its life cycle maintenance schedule. The tank structure needs to be repaired to maintain its functionality, extend its useful life, and maintain safe conditions. The project has been split into phases and is partially complete.						600	0	500	500	0	0	1,600

Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Public Works Administration Projects – Sewer Projects												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	2022	2023	2024	2025	2026	2027	Project Total Expense
<b>WWTP: Renovate Building No.1 and 2</b>	200500135	Public Works Administration	2005	Wastewater Treatment Plant	F*							
Building No. 2 is a prefabricated steel structure at the WWTP. The building is showing signs of serious corrosion due to the damp and corrosive atmosphere found in the building. A structural analysis and report have been conducted to assess the condition of the building and to determine what renovations are needed to extend the useful life of the building. The project is scheduled for construction starting in 2020.						2000	0	0	0	0	0	2000
<b>Lift Station No. 4 Relocation</b>	201000144	Public Works Administration	2010	18200 block Alderwood Mall Parkway	P*	0	0	0	0	3000	0	3,000
Rebuild/relocate Sanitary Sewer Lift Station No. 4. Lift Station 4 is at capacity.												
<b>Lift Station No. 10 Flood Protection</b>	201600102	Public Works Administration	2016	46 <sup>th</sup> Avenue West north of I-5	F*							
Sanitary Sewer Lift Station #10 is located between the Lynnwood Transit Center to the North and I-5 to the south. It is located within the 100-year flood plain of Scriber Creek, just upstream of the culvert conveyance of Scriber Creek under I-5. The finished floor elevation of the station is located 6" above the 100-year flood plain elevation. Since its construction in 1993, Lift Station #10 has experienced several flooding events that have presented recurring risks to the necessary ongoing operation of the lift station. Lift Station #10 is a critical facility that supports Alderwood Mall, Lynnwood City Center, commercial business and multi-family residential corridors along						275	0	0	0	0	0	0

196th Street SW (SR 524) and 200th Street SW, and the surrounding area. A flood protection analysis was performed in 2014. Lift Station infrastructure protection is currently in design that will protect the lift station above the finish floor elevation.												
Lift Station No. 10 Sewer Pump Improvements	201900108	Public Works Administration	2013	46 <sup>th</sup> Avenue West north of I-5	F*	275	0	0	0	0	0	0
Install new sewer pumps including required electrical and building modifications, modify the wet well pump intakes (pre-rotation basin), improve pump removal system (longer hoist beam) including required building modifications, evaluate a piped inlet system to reduce off-gassing produced by the free-fall/turbulent flow at the Influent Splitter Box, install wetwell fresh air exchange and odor control system updates (potential blower motor upsize including electrical and carbon canister). The project is necessary due to the amount of rags coming into the pump station, and the problems they cause.												
WWTP: Fiber Optic Installation	201900118	Public Works Administration	2017	76th Ave W to the Wastewater Treatment Plant (WWTP)	F	500	0	0	0	0	0	0
The WWTP currently leases fiber optic communications from a 3rd party. This project would install approximately 1/4 mile of fiber optic from existing City owned fiber into the treatment plant, eliminating the need to lease communications from others. Increased communication reliability to the WWTP is key for this project.												
WWTP: Equipment Replacement	SE1997004 A	Public Works Administration	1997	Wastewater Treatment Plant	P*	1,000	1,000	1,000	1,000	1,000	1,000	6,000
The treatment facility operates using a substantial amount of mechanical equipment, all of which is subject to failure. Equipment and equipment components are replaced as necessary for proper plant operation. The project will replace equipment on an annual basis due to wear. (Ongoing Project)												

<b>Infiltration/Inflow Analysis/Corrections</b>	SE1999021 A	Public Works Administration	1999	City wide	P							
Locations where storm or groundwater leak into the sanitary sewer system are hard to find and result in excess flows in the system. Wet and dry weather flows are compared by using flow monitoring equipment to locate general areas that may need repair. Television inspection reveals specific problem areas for correction. This project is for analysis of the sewer system. The project works towards the elimination of storm and ground water from entering into the sanitary sewer. This is a continuing program as the system ages and requires more maintenance.						500	500	500	500	500	500	3,000
<b>Lift Station No. 14: Replacement</b>	SE2005049 A	Public Works Administration	2005	3105 Alderwood Mall Boulevard	N	0	0	0	0	0	0	0
Replace Sanitary Sewer Lift Station No. 14 with a new lift station.												
<b>Sewer Line Replacement</b>	SE2006053 A	Public Works Administration	2006	City wide	P*							
Annual Sewer Line Replacement Program to repair and replace failing sewer lines. As the infrastructure ages, sewer lines fail. These need to be repaired or replaced to assure efficient operation of the sewerage system and to protect groundwater from contamination. Near Term Projects are needed to support Lift Stations 4 and 8 replacement.						500	500	500	500	500	500	3000
<b>WWTP Hillside Slope Assessment</b>	201900121	Public Works Administration	2018	Wastewater Treatment Plant	F*							
Investigation by a geotechnical engineer to evaluate the hillside on the north side of the WWTP. The City has identified a need to acquire some of the property, and a study is needed to address steep geologically hazardous slopes, as well as the stability of the hillside for the benefit of the property owners at the top of the hill. The project is necessary to acquire property needed for WWTP.						90	0	0	0	0	0	0

<b>Scriber Creek Sewer Replacement</b>	202000003	Public Works Administration	2020	LS 16 to MH 4-185	F	1,500	1,500	0	0	0	0	3,000
Scriber Creek Sewer trunk line needs replacement from Lift station 16 north to Manhole 4-185. Analysis and observation show this main to flow full most of the time. Upsizing is needed.												
<b>WWTP Incinerator Replacement</b>	202000004	Public Works Administration	2020	Wastewater Treatment Plant	P*	0	500	500	10500	10000	0	21500
The WWTP incinerator is aging and will need replacement. The incinerator burns the sludge generated by the primary and secondary clarifiers. The current incinerator and the supporting systems continually suffer breakdowns and plugging. Issues of capacity as well as design need to be addressed and a replacement, which may include different technologies will be considered.												
<b>48th Ave W Main Upsizing - Phase 1</b>	202100002	Public Works Administration	2020	48th Ave W	F	0	400	0	0	0	0	400
Upsizing Sewer main.												
<b>48th Ave W Main Upsizing - Phase 2</b>	202100003	Public Works Administration	2020	49th Ave W	F	0	0	0	0	400	0	400
Upsizing Sewer main.												
<b>52nd Ave/196th St Sewer Main Replacement</b>	202100004	Public Works Administration	2020	52nd Ave/196th St	F	0	0	0	0	500	500	1,000
Replacement of water main.												



Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Public Works Administration Projects – Storm Water Projects												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	2022	2023	2024	2025	2026	2027	Project Total Expense
<b>Funding for Strategic Opportunities to Improve the Stormwater Management Program</b>	201900114	Public Works Administration	2018	City wide	P*	110	114	118	122	126	0	589
Unanticipated opportunities arise throughout the year which may be advantageous for the City. These may include property and easement acquisitions, participating in public / private partnerships, infrastructure improvements, etc. This would program some money to allow the City to take advantage of these unforeseen opportunities when they present themselves.												
<b>188th Street SW Flood Wall</b>	201900117	Public Works Administration	2019	55 <sup>th</sup> Ave W	P*	320	0	0	0	0	0	320
Construct about 200 linear feet of a short, approximately 1.5-ft. high concrete wall along the north side of 188th St SW to reduce the frequency of roadway overtopping and provide additional flood storage upstream. 188th St SW currently overtops during a 10-year storm event. The project was identified and evaluated as part of the Scriber Creek Corridor Management Plan, 2016.												

<b>Annual Storm System Rehabilitation and Replacement</b>	201900113	Public Works Administration	1998	City wide	P*							
Annual repair of damaged and worn catch basins, stormwater pipe, and other stormwater infrastructure. Drainage infrastructure gets damaged and broken and can cause flooding and be hazardous. Identified originally in the Stormwater Comprehensive Plan, 1998.						100	100	100	100	100	0	500
<b>Scriber Creek Culvert Replacement 191st Street SW</b>	200900121	Public Works Administration	2009	191st Street SW	P*							
Replace existing 48-inch diameter culvert with a 42-foot long, 8-by-5-foot precast concrete 3-sided culvert that accommodates fish passage. Improved public safety, increased flow conveyance capacity, improved instream habitat, and improved fish passage. Scriber Creek overtops 191st St SW in a 20-year recurrence interval flood event, disrupting traffic, endangering motorists and pedestrians, and causing flooding damage to adjacent properties. This culvert also contributes to flooding of the roadway and single-family residences at 190th Street. Project to be included or modified upon conclusion of study identified in CFP #201200162 (Scriber Creek Flood Reduction Study: SR-99 to Scriber Lake).						0	0	0	117	569	0	686
<b>Scriber Creek Culvert Replacement 190th Street SW</b>	200900124	Public Works Administration	2009	190th Street SW	P*							
Replace existing 6-by-4-foot precast concrete box culvert with a 46-foot long, 10-by-4-foot precast concrete 3-sided culvert that accommodates fish passage. Scriber Creek overtops 190th Street SW in a 10-year recurrence interval flood event, disrupting traffic, endangering motorists and pedestrians, and causing flooding damage to adjacent properties. Project to be included or modified upon conclusion of Scriber Creek Flood Reduction Study: SR-99 to Scriber Lake CRP # 201200162						292	292	292	138	292	0	1,306

<b>Scriber Creek Culvert Replacement 189th Street SW</b>	200900125	Public Works Administration	2009	189th Street SW	P*	0	0	0	122	292	0	414
<p>Replace Existing 42-inch diameter culvert with a 42-foot long, 12'-4"-by-7'-9" corrugated metal pipe arch that accommodates fish passage.</p> <p>Scriber Creek overtops 189th Street SW in a 10-year recurrence interval flood event, disrupting traffic, endangering motorists and pedestrians, and causing flooding damage to adjacent properties.</p> <p>Project to be included or modified upon conclusion of study identified in CFP#201200162 (Scriber Creek Flood Reduction Study: SR-99 to Scriber Lake).</p>												
<b>Street Edge Runoff Treatment Retrofits</b>	200900131	Public Works Administration	2009	Hall Lake Basin	N	250	0	0	0	0	0	250
<p>Installation of compost-amended soil, small trees, shrubs, and ground cover in roadside swales, and decreasing street width (e.g., impervious area) within the existing right-of-way at various locations.</p> <p>Nutrient and metals loading to Hall Lake and downstream water bodies from urban development in the watershed. 2009 Surface Water Management Comprehensive Plan Project #WQ-2.</p>												
<b>Golde Creek Stormwater Pond Retrofit</b>	200900132	Public Works Administration	2009	Golde Creek Stormwat er Pond	N	0	0	0	0	0	0	0
<p>Conversion of a drainage ditch along the south side of Alderwood Mall Parkway between 28th Avenue and Poplar Way to a bioretention swale.</p> <p>Sedimentation in Golde Creek due to runoff from urban development in the watershed. Potential source of fecal coliform bacteria in Swamp Creek downstream (which has a TMDL for fecal coliform bacteria). 2009 Surface Water Management Comprehensive Plan Project # WQ-3A.</p>												

<b>180th St. SW Bioretention Swale</b>	200900134	Public Works Administration	2009	180th St. SW Bioretention Swale	P	75	162	0	0	0	0	237
Installation of compost-amended soil, small trees, shrubs, ground cover, and permeable pavement walkway within the existing right-of-way way. Stormwater runoff from urban development transports sediment, oil and heavy metals into Scriber Creek. 2009 Surface Water Management Comprehensive Plan Project #WQ-4.												
<b>Scriber Lake Inlet</b>	202000005	Public Works Administration	2020	Scriber Creek and 196 <sup>th</sup> vicinity	P*	0	300	0	0	0	0	300
Remove the diversion structure downstream of 196th Street SW that currently backs up water for an ineffective oil/water separator and incorporate necessary fish passage improvements to the existing 196th Street SW culverts, such as a fish passage weir or boulder riffle, to provide minimum water depths for fish passage and channel bed stability downstream of the culverts. Remove the oil/water separator downstream of 196th Street SW and replace it with an alternative stormwater treatment type that meets current stormwater regulations and code requirements.												
<b>Parkview Plaza Culvert Replacement</b>	202000007	Public Works Administration	2020	Parkview Plaza at 195 <sup>th</sup> and Scriber Creek	P	129	413	0	0	0	0	542
Replace driveway and culvert to Parkview Plaza (Lighthouse Diving Center) by replacing the existing 60-inch diameter culvert with a 12.5-ft wide by 5.5-ft high concrete box culvert, and by raising the bank on the west side of the culvert. The Parkview Plaza culvert is undersized. The culvert overtops in the 100-year event and contributes to flooding at Old 196th Street. The backwater created by this undersized culvert encourages Scriber Creek to jump its banks and flood Old 196th Street.												

<b>Scriber Creek Culvert Replacement at Casa Del Rey Condominiums Driveway</b>	202000008	Public Works Administration	2020	Casa Del Rey Condominiums at 195 <sup>th</sup> and Scriber Creek	P	0	133	662	0	0	0	795
<p>Replace the existing combination of angled twin 42-inch diameter concrete and CMP culverts with one flow-aligned 12.5-ft wide by 5.5-ft tall precast 3-sided concrete culvert. The inlets and outlets of these culverts are askew from the north-south alignment of the creek, and about halfway across the street, they take a sharp approximate 90-degree bend. Scriber Creek overtops the driveway in a 100-year recurrence interval flood event, endangering motorists and pedestrians and causing flooding damage to adjacent properties and several condominium residences.</p> <p>The replaced culvert provides a 100-year level of protection from flooding, resulting in improved public safety, increased flow conveyance capacity, improved instream habitat, and improved fish passage.</p>												
<b>Stormwater Storage (188th St SW)</b>	202000009	Public Works Administration	2020	Scriber creek in the 188 <sup>th</sup> St Vicinity	P*	450	0	0	0	0	0	450
<p>Maximize flood storage and floodplain reconnection within the City-owned vacant property located north of 188th Street SW. This improvement would include excavating portions of the property to create new wetlands and also provide flood storage.</p>												

<b>Installation of small berms</b>	202000010	Public Works Administration	2020	Eunia Plaza and Flynn's Carpets vicinity at about 186 <sup>th</sup> and SR 99	P	0	0	61	216	0	0	277
<p>Berm open channel segments of Scriber Creek between driveway culverts near Flynn's Carpets, the Old Buzz Inn, and Eunia Plaza to protect low-lying areas of adjacent properties.</p> <p>Backflow prevention and a pipe extension (potentially to Scriber Creek at north end of City Park Property north of 188th St) to collect runoff from low parking areas would be required.</p> <p>Scriber Creek overtops its banks in the 10-year event causing flooding of adjacent business parking lots and access.</p>												
<b>Stormwater Infrastructure Management Plan</b>	202000013	Public Works Administration	2020	City wide	N	110	0	0	0	0	0	110
<p>Develop a work plan that the City can follow to properly map and manage their stormwater infrastructure as a systematic, progressive, and prioritized program for rehabilitating or replacing infrastructure as it reaches the end of its design life. The plan will spread out and normalize capital infrastructure replacement expenditures over time.</p>												
<b>44th Avenue Flood Notification Signage</b>	202000014	Public Works Administration	2020	20700 block 44 <sup>th</sup> Ave W	F	43	154	0	0	0	0	197
<p>The Scriber Creek crossing of 44th Avenue West occasionally is inundated with floodwaters during large storms. This project will construct automatic signs that deploy when the road is flooded to warn motorists that there is water on the roadway.</p>												

<b>Pipe Detention Site 19-1</b>	202000015	Public Works Administration	2020	Site 19-1, 75 <sup>th</sup> Avenue West and 196 <sup>th</sup> Street SW	P	0	850	0	0	0	0	850
Add a storm water detention system to detain and slowly release storm water runoff into the 196th system.												
<b>Copper Ridge Pond Site 20-1</b>	202000016	Public Works Administration	2020	Site 20-1, 196 <sup>th</sup> Street SW near 70 <sup>th</sup> Place West	P	0	0	25	0	0	0	25
Retrofit the existing Copper Ridge stormwater detention system outlet structure to maximize storage capabilities.												
<b>Blue Ridge Pond Site 22-1</b>	202000017	Public Works Administration	2020	Site 22-1, 71 <sup>st</sup> Avenue West at 186 <sup>th</sup> Street SW	P	0	0	25	0	0	0	25
Retrofit the existing detention system outlet structure to maximize storage capabilities.												
<b>Pipe Detention Site 26-1</b>	202000018	Public Works Administration	2020	Site 26-1, 74 <sup>th</sup> Avenue West near 192 <sup>nd</sup> Place West	P	0	0	300	0	0	0	300
Add a stormwater detention facility to control runoff for the benefit of the downstream system.												

<b>44th Avenue W. roadway raising at Scriber Creek crossing (Phase 2)</b>	SD2003017 B	Public Works Administration	2003	20700 block 44 <sup>th</sup> Ave W	N	0	0	0	5,550	0	0	5,550
<p>This project is the second phase of the completed project SD2003017A. The existing roadway has experienced substantial settlement due to poor underlying soils. Scriber Creek has experienced substantial sediment accumulation resulting in a higher creek profile. As a result, roadway flooding occurs during high storm events and is expected to increase in frequency as roadway settlement and creek siltation continues. The first phase of the project installed beaming and a pump. Phase two will raise the existing roadway. A separate project is also included that would install an automatic warning sign during flooding.</p> <p>Raising roadway is necessary to alleviate seasonal flooding.</p> <p>2009 Surface Water Management Comprehensive Plan Project #FL-5.</p>												
<b>Raise Old 196th Street SW</b>	202000006	Public Works Administration	2020	Vicinity of 56 <sup>th</sup> Ave W	P*	0	300	0	0	0	0	300
<p>Raise the low portions of Old 196th Street roadway about 1 foot to elevation 342 ft (NAVD 88 vertical datum) starting near the west end of the bridge that provides pedestrian access to Wilcox Park. This project would also raise the access driveways for the Great Floors and Parkview Plaza buildings to meet the new elevation of Old 196th Street.</p> <p>Raising the roadway would improve access to Parkview Plaza and provide protection from roadway overtopping during the 100-year event, and improved public safety.</p>												
<b>44th Ave Flood Notification Sign</b>	202000007	Public Works Administration	2020	44th Ave	N	0	0	0	0	0	0	0
Installing notification sign.												



Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Public Works Administration Projects – Transportation Projects (Transportation Improvement Program (TIP))												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	2022	2023	2024	2025	2026	2027	Project Total Expense
<b>Neighborhood Traffic Calming Program</b>	200800103	Public Works Administration	2008	City wide	F*	50	50	50	50	50	50	300
Institute a City-wide Neighborhood Traffic Calming Program to address traffic issues on local streets and to afford continued protection to neighborhoods.												
<b>City Center: New Road - 42nd Ave W</b>	200800105	Public Works Administration	2008	Alderwood Mall Blvd to 194 <sup>th</sup> Street SW	P*							
Construct a new road from Alderwood Mall Blvd. to 194th St SW to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic. This roadway is part of an integrated package or transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Centers designated in the PSRC's Vision 2040. The project has received a federal grant for design work.						2,000	3,000	3,000	500	4,000	4,000	16,500
<b>33rd Ave W Extension</b>	200800108	Public Works Administration	2008	33 <sup>rd</sup> Ave W to 184 <sup>th</sup> St SW	N							
This project will realign 33rd Ave to the new intersection at 33rd Ave W and 184th St SW (the intersection constructed to access Costco). This project will likely be funded by a combination of local funds, grants, and a possible contribution by Alderwood Mall. The road will provide a much needed second route to the western side of						0	0	0	220	550	2,430	3,200

Alderwood Mall from the north. It will allow traffic to by-pass the intersection of 184th St SW and Alderwood Mall Parkway which is at capacity much of the time. This extension will also become critical when the Poplar Bridge extension is completed which connects to 33rd Avenue West to the south. This project was one of the projects identified in the City Center Access Study.												
<b>City Center: New Road - 194th St SW</b>	200900101	Public Works Administration	2009	40 <sup>th</sup> Street SW to 33 <sup>rd</sup> Avenue West	N	0	0	0	0	5300	10800	16100
Construct a new road from 40th Ave W to 33rd Ave W to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic. This project will provide access and internal circulation to the City Center area. It will also provide for and encourage the pedestrian traffic desired in the City Center. This project is part of an integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Centers designated in the PSRC's Vision 2040. Initial work includes conducting analysis to review various alignment alternative to verify location of this new street.												
<b>City Center Gateway: I- 5/44th Ave W Underpass Improvements</b>	201400166	Public Works Administration	2014	I-5/44th Ave W	P*	500	500	2,000	0	0	0	3,000
Improve the pedestrian access and gateway of the Interstate 5 underpass along 44th Ave. W. The City Center Streetscape Plan, Gateway Concept provides conceptual design and improvements at this designated gateway area. The underpass is a gateway into the City Center. These gateways are designated to present a positive image to the community. Improving this gateway area will increase pedestrian accessibility and improve the image of Lynnwood and its City Center.												

This project ranked # 3 for City Center pedestrian projects to pursue in City Council Resolution 2014-15.												
<b>Wayfinding Plan, City Arterials</b>	201700102	Economic Development	2018	City wide	P*	100	0	0	0	0	0	100
Wayfinding signs are proposed to link important community and business locations and provide directional assistance to arterial travelers.												
<b>Gateway Monument Markers</b>	201800102	Economic Development	2019	City wide	P*	160	160	160	160	160	0	800
The City's "Welcome to Lynnwood" signs need refreshing and updating.												
<b>Traffic Signal (28th Ave W &amp; AMB)</b>	202000020	Public Works Administration	2020	28th Ave W & AMB	N	0	0	0	100	246	1,118	1,464
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												
<b>Maple Rd Improvement</b>	202000019	Public Works Administration	2020	36 <sup>th</sup> Ave W to 44 <sup>th</sup> Ave W	N	0	0	173	1,764	0	0	1,937
This old county section of road has missing curb, gutter, and sidewalks and is in need of reconstruction.												
<b>Roundabout /Traffic Signal (48th Ave W &amp; 188th St SW)</b>	202000021	Public Works Administration	2020	48th Avenue West & 188th Street SW	N	0	0	0	104	640	0	744
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												

<b>Traffic Signal (66th Ave &amp; 212th St)</b>	202000022	Public Works Administration	2020	66th Avenue West & 212th Street SW	N	0	0	0	104	640	0	744
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												
<b>Turn Lanes (City of Edmonds - 212th St SW &amp; Hwy 99)</b>	202000023	Public Works Administration	2020	City of Edmonds - 212th St SW & Hwy 99	N	0	0	3,260	0	0	0	3,260
The City of Edmonds requested that we put this project on our CFP. It is adjacent to Lynnwood and Lynnwood may participate depending on the design. This project would install turn lanes at this intersection to relieve congestion.												
<b>Traffic Signal (52nd Ave W &amp; 208th St SW)</b>	202000024	Public Works Administration	2020	52nd Ave W & 208th St SW	N	0	0	0	100	400	0	500
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												
<b>Traffic Signal (52nd Ave W &amp; 204th St SW)</b>	202000025	Public Works Administration	2020	52nd Ave W & 204th St SW	N	0	100	400	0	0	0	500
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												

<b>Traffic Signal (48th Ave W &amp; 194th St SW)</b>	202000026	Public Works Administration	2020	48th Ave W & 194th St SW	N	0	0	0	100	400	0	500
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												
<b>School Safety Improvements</b>	201900124	Public Works Administration	2018	City wide	P*	750	0	0	0	0	0	750
Added per Council request Sept 24, 2018 during budget discussions. Concerns from residents near schools, particularly Lynndale Elementary, prompted the need for a study of conditions surrounding schools. Area of concern include traffic patterns and available safe walk routes. The study identified various potential improvements to be considered for implementation. Selected projects will be moved forward for further evaluation and/or construction.												
<b>48th Ave W Bike and Ped Improvements</b>	201600101 0	Public Works Administration	2016	Lynnwood Transit Center to 194 <sup>th</sup>	P*	0	0	0	300	300	2,000	2,600
Project will enhance this critical pedestrian and bicycle connection between the Lynnwood Transit Center and transit service along 196th Street SW. It will also provide an improved connection between the transit center and the neighborhoods to the north. A partnership with Sound Transit is anticipated for the project.												
<b>City Center (46th Ave W)</b>	202000027	Public Works Administration	2020	46th Ave W	N	0	0	0	3,300	7,800	8,500	19,600
This new City Center roadway would connect 196th Street SW through private properties to the signalized 46th Intersection at 200th Street SW that is the future entrance to the Light Rail Station. Talks are underway with the property owner who would construct a portion of the roadway.												

<b>Highway 99/Pacific Highway Center Median Treatment Project</b>	202100001	Public Works Administration	2021	Highway 99	N	0	0	0	0	0	0	0
City of Edmond currently effort in design to extend the center median of Hwy 99 from King County border north through Edmonds and about 500 feet north of 212th/99 in Lynnwood. Lynnwood will begin to receive urgings to continue the center median treatment which starts on Aurora in Shoreline. Center medians at two locations of Hwy 99 in Lynnwood have been modified to mitigate left turning collisions. Before a full treatment project is complete, City is likely to have more locations where property owners request an extension of c-curbing or adding a median.												
<b>Traffic Safety Evaluation on Highway 99 Driveways</b>	202100002	Public Works Administration	2021	Highway 99	N	0	0	0	0	0	0	0
This study will be performed based on access and collision history on the Highway 99 Driveways.												
<b>City-Wide Sidewalk and Walkway Program</b>	ST1997018 A	Public Works Administration	1997	City wide	P*	500	500	500	500	500	500	3,000
Construct new asphalt shoulders, walkways or sidewalks to those roads. Included on the City's Pedestrian Skeleton System. This program is designed to fill in those areas lacking continuous sidewalks. Per the 2015 Transportation Element, The Pedestrian Skeleton consists of 104 miles, of which 85 miles or 82% is complete today. The project supports Transportation Element of policy T-4.1. This program will require a policy discussion with City Council to determine appropriate allocations. Project is ongoing as funds are available.												

<b>Pavement Management Program</b>	ST1997031 A	Public Works Administration	1997	City wide	P*							
<p>Repair or reconstruct and overlay the City's streets as recommended by the analysis in the pavement management system.</p> <p>The maintenance program to resurface or rebuild City streets is necessary to improve their rideability and, their useful life span, and avoid the cost that comes with the degradation of infrastructure if it is not kept up appropriately.</p> <p>The sources of funds for this yearly effort include Transportation Benefit District funds. Funding at lower levels would result in deferred maintenance and a deterioration in the condition of the street surface and significantly increased costs of repair in the future.</p> <p>Project is ongoing.</p>						1,725	1,725	1,725	1,725	1,725	1,725	10,350
<b>New Road: Maple Road Extension</b>	ST1998036 A	Public Works Administration	1998	32nd Ave W to Alderwood Mall Parkway (near Costco)	N	0	0	173	1,764	0	0	1,937
<p>Construct a new road. The project schedule is dependent on development occurring along the proposed route of the road. The project would also allow the re-configuration of the traffic signal just west of Alderwood Mall Parkway on Maple Road to provide more queue space and reduce congestion.</p> <p>The funding would be participation by adjacent landowners at time of development and dedication of right -of-way as a condition of development.</p>												
<b>Expanded Road: 52nd Ave W</b>	ST1999041 A	Public Works Administration	1999	168th St SW to 176th St SW	N	0	0	0	0	236	176	412
<p>Install sidewalks and associated widening to make this a three-lane facility with bike lanes.</p> <p>This project will provide needed pedestrian facilities along this section of 52nd Avenue W.</p> <p>This project will require grant and local funding.</p>												

<b>Traffic Signal Rebuild Program</b>	ST2002044 A	Public Works Administration	2002	City wide	P*							
<p>This program will systematically rebuild Lynnwood's aging traffic signal inventory. Lynnwood owns and operates about 65 traffic signal that vary in age from recently built to decades old. This program will inventory and analyze all components of the system and lay out a plan for replacement of needed components as they age and reach the end of their working life. The City first began installing signals in the 1970's which means many signals have reached the end of their expected life. The normal life for internal signal equipment is 10 to 20 years. The normal life for housing and supports is 15 to 25 years. Furthermore, parts are no longer available for some of the older signals.</p> <p>Funding for this program comes from the Transportation Benefit District, but not enough funds are available to fully fund the program.</p> <p>Ongoing replacement of aging traffic signals will minimize breakdowns and maintain safety in traffic flow throughout the City.</p>						300	150	150	150	150	150	1,050
<b>Intersection Improvements (52nd &amp; 176th)</b>	ST2002052 A	Public Works Administration	2002	52nd Ave W and 176th St SW	N							
<p>Future project to build a roundabout or a fully actuated signal with mast arm supports, illumination, and telemetry interconnect.</p> <p>This signal will improve both access and safety at this intersection.</p> <p>Anticipated funding to be from grants and local match.</p> <p>Staff has made channelization modifications over the past decade at this location to enhance safety. This is another location that staff is monitoring to ascertain when growth and conditions warrant the installation.</p>						0	0	0	0	45	462	507



<b>City Center: Expanded Road: 196th St SW (SR- 524)</b>	ST2003068 A	Public Works Administration	2003	48th Ave W to 37th Ave W	F*	10000	0	0	0	0	0	10000
<p>The additional capacity is needed to keep projected City Center traffic flowing at an acceptable LOS during the afternoon peak hour. The project was identified in the City Center traffic analyses and is necessary to shorten traffic delays caused by future growth.</p> <p>The project is fully funded through state and federal grants, and local match funds. The project is expected to be bid in late 2019 with two seasons of construction to start in 2020.</p> <p>This project is part of the integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Center designation in Vision 2040.</p>												
<b>Expanded Roadway: 200th St SW</b>	ST2003069 A	Public Works Administration	2003	64th to Scriber Lk Rd	N	0	0	0	0	0	500	500
<p>Widen 200th Street SW to accommodate growth, especially in the City Center. This project is part of the integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Center designation in PSRC's Vision 2040.</p> <p>This project will provide an alternative route to 196th St SW.</p>												
<b>City Center: Expanded Road: 200th St SW</b>	ST2005076 A	Public Works Administration	2005	48th Ave W to 40th Ave W	N	10000	5000	0	0	0	0	15000
<p>Widen 200th St SW from three lanes to 5/7 lanes with bike lanes and wide sidewalks and turning lanes at the 44th Ave W/200th St SW intersection. This project will provide an alternative East/West route to 196th St SW. The intersection improvements will improve traffic flow through this area for auto, freight and buses.</p> <p>This project is part of an integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Center designation in Vision 2040.</p>												

<b>City-Wide Sidewalk and Walkway Program - ADA Ramps</b>	ST2006018 B	Public Works Administration	2006	City wide	P*	200	200	200	200	200	200	1,200
<p>Add ADA compliant handicap ramps to street corners.</p> <p>The City is required by Federal law to make all city facilities ADA (Americans with Disabilities Act) compliant.</p> <p>This program will implement ADA improvements identified in the ADA Transition Plan and may require a policy discussion with Council to determine appropriate allocations. Presently, the Transportation Benefit District funds this project and work is ongoing.</p>												
<b>City-Wide Sidewalk and Walkway Program - Operations and Maintenance</b>	ST2006018 C	Public Works Administration	2006	City wide	P*	50	50	50	50	50	50	300
<p>Funds are made available for City street crews to perform light capital repair of existing sidewalks.</p> <p>Assure the safety of pedestrians. The Transportation Benefit District currently provides funding for this project.</p> <p>Project is on-going as funds are made available.</p>												

<b>Poplar Extension Bridge</b>	ST2006088 A	Public Works Administration	2006	33rd Ave W to Poplar Way	P*							
<p>This project will construct a bridge across I-5 to connect Poplar Way with 33rd Ave W.</p> <p>This project was the second highest priority project identified by the City Center Access Study. The project will provide a more direct route to northbound I-5 at Poplar Way and will alleviate congestion along Alderwood Mall Parkway and along 196th St SW.</p> <p>This project ranked number #4 for City Center transportation projects to pursue in City Council Resolution 2014-15.</p> <p>Project has secured \$3.2M in grants for design and \$3.05M for right of way. These phases are nearing completion. The City is actively pursuing state and federal funds for the construction phase of the project that exceeds \$30 million.</p>						2000	15,000	15,000	8000	0	0	40,000
<b>Beech Road Improvements</b>	ST2006092 A	Public Works Administration	2006	18700 block to Maple Road	P*							
<p>This project will construct two extensions of Beech Road.</p> <p>This project will provide much needed additional access and circulation to the properties located east of Alderwood Mall Parkway along I-5 as they develop/redevelop.</p> <p>These extensions will likely be funded by a combination of Developer contributions, mitigation fees, grants and local funds.</p>						3,300	0	0	0	0	0	3,300
<b>North Link LRT Extension</b>	202000028	Public Works Administration	2020	Lynnwood to Everett	N							
<p>Lynnwood will be heavily involved in the planning and design of this critical transportation improvement that will cut directly through Lynnwood's urban growth area.</p>						0	0	0	0	0	0	0

Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Parks, Recreation & Cultural Arts Projects												
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status	2022	2023	2024	2025	2026	2027	Project Total Expense
<b>Lynnwood Golf Course Pro Shop Renovations</b>	201200152	Parks, Recreation & Cultural Arts	2012	Golf course	F*							
<p>Development of a food and beverage indoor dining service in the Golf Course Pro -Shop. Project is identified in the approved 2012-2016 LMGC Business Plan.</p> <p>This project would remodel the Pro Shop with a snack bar area that would provide indoor dining and beverage service, an expanded menu and allow for increased hours of operation. Project would provide revenue from increased sales, increased hours of operation and increased of rounds of golf.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Park improvements enhance level of service to park users.</p>						50	0	0	0	0	0	50

<b>Recreation Center Covered Walkway</b>	201500102	Parks, Recreation & Cultural Arts	2019	Recreation Center	F*	250	0	0	0	0	0	250
Weather shelter to cover front walkway for swim line patrons.												
<b>Senior Center / Teen Center Expansion</b>	201500103	Parks, Recreation & Cultural Arts	2015	Senior Center	P*	250	0	0	0	0	0	250
Remodel and/or expansions in an existing City building or off-site lease space to accommodate expanded youth, teen, senior, and community programs.												
<b>Meadowdale Playfields LED Lighting</b>	201500104	Parks, Recreation & Cultural Arts	2019	66th Ave W and 168th St SW	N							
<p>Meadowdale Playfields were constructed in 1989 and currently the lights are HID 1000-watt metal halide and high pressure sodium bulbs. This project will design and convert the original lighting system to the more efficient LED lighting technology.</p> <p>Improvements will reduce annual maintenance and utility costs while increasing overall lighting, improve safety, and reduce light spillover pollution.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to existing facilities to promote public safety, security and respond to the community needs.</p> <p>Park improvements enhance level of service to park users. This project will help to support the community need for lighted sport facilities.</p> <p>Meadowdale Playfields is a joint facility; additional funding may be available from Edmonds School District and/or City of Edmonds.</p>						0	0	0	2500	0	0	2500

<b>Park Central (Wilcox Park Improvements)</b>	201500105	Parks, Recreation & Cultural Arts	2015	Wilcox Park	N	0	0	0	0	0	50	50
Wilcox Park and nearby area pedestrian and park improvements. Redesign and redevelop play areas and sport court to incorporate a connecting trail from the Park to Cedar Valley Community School. Improvements will include new fencing, ADA improvements, updated play areas, and new sport court area.												
<b>Tunnel Creek Trail</b>	201500106	Parks, Recreation & Cultural Arts	2015	Edmonds School District property off 33rd PL W across from Costco	N	0	0	0	0	0	50	50
Formalize existing social trails. Safety improvements, signage, and ROW acquisition.												
<b>Scriber Creek Trail Improvements</b>	201500107	Parks, Recreation & Cultural Arts	2015	from Wilcox Park to Transit Center	P*	3,100	3,000	2,500	2,500	0	0	11,100
Replacement of the current trail with an elevated trail designed to allow for seasonal flooding. The elevated trail will provide additional viewing opportunities of the wetland and include interpretive signage. The 1.5-mile trail begins at the transit center and runs north to Scriber Lake Park. The current trail is seasonally under water and in need of major renovation. An elevated walkway will allow for seasonal flooding while providing year-round recreation opportunity and improved pedestrian and bicycling access to the transit center. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to existing facilities to promote public safety, security and respond to the community needs. Park improvements will enhance the level of service to park and trail users. This project will meet an expressed community need in Lynnwood. This project may qualify for mitigation funding as part the Lynnwood Link light rail project.												

<b>Park Signage</b>	201900102	Parks, Recreation & Cultural Arts	2021	17 park locations around the city	N							
<p>Development of a park signage program that would replace all park entrance and ancillary signs to reflect the City's branding program. With the recent adoption of Lynnwood's branding program, this is an opportune time to revitalize the park signage program. The 2010 Branding Report recommends an inventory of existing City signage, and creation of a plan for all signage within 5 years. Existing signs in the park system would be replaced, some of which are over 40 years old, with signs that reflect Lynnwood's brand. The City's brand identity would be integrated into the new signs which would identify each park and celebrate the neighborhood it supports.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Park improvements enhance level of service to park users.</p>						0	0	0	0	0	50	50
<b>Alderwood Transition Area mini park</b>	201900103	Parks, Recreation & Cultural Arts	2017	Near Alderwood Mall	N							
<p>Develop a mini-park along Interurban Trail to serve new residential development in Alderwood Transition Area.</p> <p>Identified as an amenity improvement in the Interurban Trail Master Plan 2018 update to help serve a LOS deficit in the Alderwood Transition Area.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.</p>						0	50	0	300	0	0	350

<b>ADA Park Upgrades</b>	201900104	Parks, Recreation & Cultural Arts	2019	City wide	F*							
<p>ADA park upgrades such as pathways/walkways, restrooms, playground ramps, etc. to bring all parks up to compliance with Title II of the ADA requirements.</p> <p>ADA park upgrades identified in 2018 ADA Self-Assessment and prioritized in the Transition Plan.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Meet or exceed the requirements of Title II of ADA.</p>						50	50	50	50	50	50	300
<b>Veterans Park Redevelopment</b>	202000101	Parks, Recreation & Cultural Arts	2019	44th Ave W and Veterans way	P*							
<p>Acquisition of property for City Center parks per the City Center Parks Master Plan, completed in 2007. Acquisition and development proposed to be coordinated with the Lynnwood Square developer, negotiated through a development agreement.</p> <p>Goals and objectives of Lynnwood Comprehensive Plan and Parks and Recreation Comprehensive Plan support park site acquisition and development to ensure that all city residents are well served.</p> <p>Village Green ranked # 3 for City Center partnership projects to pursue in City Council Resolution 2014-15.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Because characteristics and social patterns for City Center residents are expected to be different from the city as a whole, the LOS standard will be unique to the City Center. A parks level of service of 5 acres per 1000 population has been proposed.</p>						250	0	0	0	0	0	250



<b>Lund's Creek Park Development</b>	200900117	Parks, Recreation & Cultural Arts	2009	6026 156th St SW, Edmonds	N	0	0	0	0	0	0	0
Environmental education center												
<b>Lynndale Park Renovation, Phase IV</b>	PK1997017 B	Parks, Recreation & Cultural Arts	1997	Lynndale Park	N	0	0	0	0	0	50	50
<p>Phase IV includes rehabilitation of the central play area according to the 2001 Central Play Area Master Plan, which includes a tot lot, ADA improvements, improved circulation, picnic facilities, volleyball courts and landscaping.</p> <p>The park's central play area, originally developed in 1968, is heavily used by the community, summer camp and recreation programs, and is in need of renovation. The project will also improve park circulation and ADA access. Development of a tot lot will help support City day camp programs and neighborhood use.</p> <p>The Central Play Area Master Plan was completed in 2000 and is consistent with the Lynndale Park Master Plan. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Park improvements enhance level of service to park users.</p>												
<b>Daleway Park Renovation, Phase II</b>	PK1997020 B	Parks, Recreation & Cultural Arts	1997	Daleway Park	N	0	0	0	0	0	50	50
<p>Phase II includes addition of a picnic shelter and improvements to drainage in large lawn area.</p> <p>Drainage improvements to the front lawn area would improve safety and expand usage of the space. A reservable picnic shelter is needed to serve the neighborhood.</p> <p>The project is consistent with the approved 1997 Daleway Park Master Plan. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and</p>												

respond to community needs. Park improvements enhance level of service to park users.												
<b>Interurban Trail Improvements</b>	PK1998021 A	Parks, Recreation & Cultural Arts	1998	City wide	N							
<p>Provide signage, trailheads and historic markers, and improve landscaping along Lynnwood 's 3.8-mile portion of the Regional Interurban Trail. To enhance trail users' experience and provide a safer route along the Interurban Trail. Trailheads with landscaping, benches and amenities will serve as rest stops and add to the comfort of all users. Directional and regulatory signage will be improved. The history of the Interurban Railway will be told with signage placed along the trail at the historic Interurban stations.</p> <p>Improvement of the Interurban Trail has been a Parks Board priority for many years, but it has yet to be funded. The Interurban Trail has been developed through Shoreline, Edmonds, Mountlake Terrace, Lynnwood, and Snohomish County to Everett.</p> <p>The project is consistent with the goals and objectives of the Comprehensive Plan, the Parks and Recreation Element, the Interurban Trail Landscape Plan and AASHTO trail standards, to promote public safety, security and ADA accessibility and response to community's needs. This project ranked # 4 for City Center pedestrian projects to pursue in City Council Resolution 2014-15.</p> <p>Park improvements enhance level of service to park users. Trail enhancement would increase trail use by providing a more attractive and interesting travel route.</p> <p>Potential WWRP or LWCF grant.</p> <p>Improvements to the City Center trailhead (40th Ave W / Alderwood Mall BLVD) planned for 2016 as master concept for future trailhead improvements.</p>						0	0	200	0	0	200	400

South Lund's Gulch Trail Development	PK1998023 C	Parks, Recreation & Cultural Arts	2022	Gulch Trail	N							
<p>Development of trailhead at the south end of Lund's Gulch (parking, picnic area, restrooms, kiosk), and 3/4-mile soft surface hiking trail into Lund's Gulch with bridge crossing at Lund's Creek. Trail will connect with existing trail system in county owned Meadowdale Beach Park. Trail development will require consultant design, engineering and permitting for development in sensitive areas.</p> <p>Project would provide Lynnwood residents with direct physical access to Lund 's Gulch, Lund's Gulch Creek, and the Salish Sea. Residents have rated the need for trail access to natural areas high on community surveys. First section of trail was developed in 2004 with REI volunteers. Neighborhood meetings and coordination with Snohomish County Parks were held in 2007. City has preserved 98 acres of open space adjacent to Meadowdale Beach Park, but there is no public access into south end of gulch.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs to preserve and provide public access to natural resources in public ownership.</p> <p>Park and trail improvements enhance level of service to park users to meet adopted level of service of .25 miles/ 1,000 residents.</p>						0	0	0	500	0	0	500

<b>Scriber Creek Trail, Master Plan (aka Center to Sound Trail)</b>	PK1998025 A	Parks, Recreation & Cultural Arts	1998	City wide	N							
<p>Master planning for the improvements and northern extension of the Scriber Creek Trail from the Lynnwood Transit Center through Scriber Lake to Lund's Gulch, creating a north-south Class bicycle/pedestrian corridor through Lynnwood for recreation and commuter use.</p> <p>This project would provide a north-south trail corridor, a Class I bicycle/pedestrian trail, that would link parks, open space, neighborhoods, schools, businesses and shopping in Lynnwood.</p> <p>The project is consistent with goals and objectives in the Parks &amp; Recreation Element in the Lynnwood Comprehensive Plan, the Lynnwood Transportation Business Plan and AASHTO trail development standards, to promote public safety, security and ADA accessibility and response to community's needs.</p> <p>There is currently a deficit of trails in Lynnwood. Extension of trail would increase trails level of service and access to the Transit Center and future Link Light Rail Station.</p> <p>This project is included in Lynnwood's Transportation Business Plan and Non-motorized Skeleton System Development. Extension of the trail will need a full alignment study and coordination with Public Works floodplain projects.</p> <p>Potential Washington Wildlife and Recreation Program (WWRP) or Land and Water Conservation Fund (LWCF) grant</p> <p>Potential Sound Transit mitigation project.</p>						0	0	150	0	0	0	150

<b>Scriber Creek Trail Extension, Acquisition (aka Center to Sound Trail)</b>	PK1998025 B	Parks, Recreation & Cultural Arts	2021	City wide	P*							
<p>Master planning for the extension of Scriber Creek Trail northward through the city from Scriber Lake Park to Lund 's Gulch, creating a north-south bicycle corridor through Lynnwood for recreation and commuter use. Missing links along the existing trail from the Transit Center to Scriber Lake Park would be completed with the trail improved to a Class I bicycle/pedestrian trail.</p> <p>This project would provide a north-south trail corridor, a Class I bicycle/pedestrian trail, that would link parks, open space, neighborhoods, schools, businesses and shopping in Lynnwood.</p> <p>The project is consistent with goals and objectives in the Parks &amp; Recreation Element in the Lynnwood Comprehensive Plan, the Lynnwood Transportation Business Plan and AASHTO trail development standards, to promote public safety, security and ADA accessibility and response to community's needs.</p> <p>Park and trail improvements enhance level of service to park users to meet adopted level of service of .25 miles/ 1,000 residents.</p>						500	500	500	500	500	500	3000

<b>Scriber Creek Trail Extension, Development (aka Center to Sound Trail)</b>	PK1998025 C	Parks, Recreation & Cultural Arts	1998	City wide	N							
<p>Extension of Scriber Creek Trail from Scriber Lake Park northward to Lund's Gulch, and improvements to existing trail from the Transit Center through Scriber Lake Park to 196th St SW. The length of the trail will be improved to a Class I bicycle/pedestrian trail creating a north-south bicycle corridor through Lynnwood for recreational and commuter use. This project would provide a 1.5-mile Class I bicycle/pedestrian trail that would link the Interurban Trail, Transit Center and future City Center development with Lynnwood parks, neighborhoods and retail and commercial centers.</p> <p>The project is consistent with goals and objectives in the Parks &amp; Recreation Element in the Lynnwood Comprehensive Plan, the Lynnwood Transportation Business Plan and AASHTO trail development standards, to promote public safety, security and ADA accessibility and response to community's needs.</p> <p>Improvements to trail will increase level of service to users and provide a north -south non-motorized corridor through Lynnwood.</p> <p>Phase I: 196th St SW to 188th St SW utilizes storm drainage property.</p> <p>Phase II: to begin after ped bridge constructed over HWY 99 and acquisitions complete.</p> <p>Potential WWRP or LWCF grant.</p>						0	250	500	2,500	0	0	3,250

<b>Strategic Acquisitions</b>	PK1998031 A	Parks, Recreation & Cultural Arts	1998	City wide	N							
<p>Acquisition of property for new active park facilities - mini parks, neighborhood parks and community parks adjacent parcels for park expansion, and preservation of natural areas in Lynnwood. This project would provide funding when acquisition opportunities arise to purchase park land.</p> <p>More community, neighborhood and mini parks are needed in both the City to meet the recreational needs of underserved neighborhoods and make up the current deficit in the level of service for Core Parks.</p> <p>Opportunities to acquire strategically located parcels adjacent to existing city-owned parcels will serve to expand parking lots, improve access points, or preserve natural areas.</p> <p>Goals and objectives of Lynnwood Comprehensive Plan and Parks and Recreation Element support park site acquisition and development to ensure that all residents of the City and the MUGA are well served.</p> <p>Recommended LOS for Core Parks is 5 acres per 1000 population. There is currently a deficit of active parks in Lynnwood and the annexation areas.</p> <p>Fund for acquisition strategic properties to meet deficit, beginning in 2017.</p>						500	500	500	500	500	500	3,000
<b>188th St Mini Park Development</b>	PK1999033 A	Parks, Recreation & Cultural Arts	2023	Property on 188th near HWY 99	N							
<p>Development of 1-acre mini park on upland portion of City-owned storm drainage mitigation area to serve the adjacent neighborhood.</p> <p>Provide a mini park with play equipment, trails and landscaping in an underserved neighborhood.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.</p>						0	0	0	0	0	50	50

<b>Deferred Park Maintenance &amp; Capital Renewal</b>	PK2000034 A	Parks, Recreation & Cultural Arts	2000	City wide	F*							
<p>Dedicated funding for renovation of park sites and playgrounds at existing City parks, to replace equipment and to meet ADA accessibility &amp; safety standards for public playgrounds.</p> <p>General park conditions and existing equipment are reviewed and recommendations are made annually. Renovation is necessary to comply with safety standards, Americans with Disabilities Act and for repair and replacement of outdated play equipment. ADA requires all playgrounds over 20 years old be renovated for accessibility.</p> <p>Renovation of existing park facilities is a high priority of the Parks and Recreation Board. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Renovation of parks will improve level of service for users.</p> <p>Dedicated fund for necessary park renovation and repair and deferred maintenance.</p>						200	200	200	200	200	200	1,200



Rowe Park Development	PK2001039 B	Parks, Recreation & Cultural Arts	2001	Rowe Park	F*							
<p>Construction of a new 2.39-acre neighborhood park that will serve all ages and abilities. Master Plan completed in 2004 through public process, includes accessible recreation elements integrated throughout forested site, with a meandering series of accessible paths, a playground, outdoor exercise equipment, an informal play lawn, flower gardens, picnic areas and restrooms and parking.</p> <p>To provide a park that serves the neighborhood families, senior housing, a senior care facility and a church. The primary focus of development will be to provide a park that includes amenities that are accessible for users of all ages and abilities, including disabled individuals. Although all of Lynnwood 's parks strive to be accessible, Rowe Park will feature low impact exercise equipment, level walking trails and serene garden spaces, as well as active play equipment.</p> <p>This park is very important to the neighborhood and they have been anxiously looking forward to it since they participated in the master planning process in 2004. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Development would help meet the LOS for neighborhoods in the northwest quadrant of the city.</p> <p>Proposed WWRP grant in 2016, funding available in 2017. Master Plan was completed in 2008.</p>						50	500	4,000	0	0	0	4,550

Scriber Lake Park Renovation, Phase II	PK2003046 C	Parks, Recreation & Cultural Arts	2003	Scriber Lake	P*							
<p>Phase II renovation will focus on improvements to the NE and SE corners of the park to improve access and expand parking. NE corner will include the 196th St SW entry and frontage improvements, entry signage and wayfinding elements. The sinking and worn trails will also be replaced, and security issues will be addressed by thinning/removing overgrown and invasive vegetation, opening up vistas within the park for surveillance.</p> <p>This project will improve primary entrances to the park. Currently the SW corner is the only vehicular entry and prone to illegal activities, and the NE corner is the primary pedestrian entrance. Improvements to these areas will serve to draw the public into the park, increase park use and discourage unwanted activities. This phase will develop both active and passive recreational activities per the 2005 Master Plan, which will increase the diversity of park users and create a safer more enjoyable environment for park users.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Grants proposed in 2020. Phase III in 2023.</p>						50	0	3,000	0	0	0	3,050

<b>Scriber Lake Park Renovation, Phase III</b>	PK2003046 D	Parks, Recreation & Cultural Arts	2023	Scriber Lake	N							
<p>Phase III renovation will address the NW corner of the park and crosswalk improvements at the intersections of 196th St. and Scriber Lake Road and 52nd Ave. Streetscape enhancements along 196th St from Scriber Lake Rd to the NW entrance will include sidewalk improvements and street tree planting. The NW corner of the park will include an inviting pedestrian entrance from 196th St and new community gathering and performance spaces, including the Community Glade, Forest Canopy Walk, Northwest Medicinal Garden, Native Plant Community Collection and the Drumlin Amphitheater/Outdoor Classroom, per the 2005 Master Plan. This phase will also enhance the 200th St. pedestrian/bicycle entrance.</p> <p>Crosswalk improvements at the intersections of 196th St. and Scriber Lake Road and 52nd Ave will provide pedestrians a safer access to the park with more visible crossings. Improvements to the overgrown and uninviting NW corner entrance will draw people into the park, increase park use and discourage unwanted uses. The 200th St entrance is an important connection to the Scriber Creek Trail and the Lynnwood Transit Center. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities. Park improvements enhance level of service to park users.</p>						0	0	0	0	50	0	50

<b>Off-Leash Dog Area - Development</b>	PK2004052 B	Parks, Recreation & Cultural Arts	2004	Undetermined	N							
<p>Development of a .5 to 1 acre off-leash dog area in Lynnwood or the annexation area, to include a perimeter fencing, bag and disposal receptacles, surfacing, water access and signage. Neighborhood planning meetings would be scheduled.</p> <p>Local dog owners have expressed a need for an off-leash dog area in or near Lynnwood. The nearest off-leash dog park is in Mountlake Terrace. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide parks that respond to community's needs. There has been strong support for this project by Lynnwood residents.</p> <p>Park development raises the level of service to all park users.</p>						0	0	0	1500	0	0	1500
<b>Town Square Park Acquisition &amp; Development</b>	PK2005059 A	Parks, Recreation & Cultural Arts	2005	City Center	P*							
<p>Acquisition of property for Town Square Park per the City Center Parks Master Plan, completed in 2007.</p> <p>Public parks and plazas are proposed as the City's initial investments in the City Center to attract private development. It is important to identify the locations, general size and nature of these spaces, and begin development prior to private investment in the City Center.</p> <p>Goals and objectives of Lynnwood Comprehensive Plan and Parks and Recreation Comprehensive Plan support park site acquisition and development to ensure that all city residents are well served.</p> <p>Town Square Park ranked # 1 to pursue in City Council Resolution 2014-15. Because characteristics and social patterns for City Center residents are expected to be different from the city as a whole, the LOS standard will be unique to the City Center. A parks level of service of 5 acres per 1000 population has been proposed.</p> <p>Funding sources to be determined. Possible funding sources include grants, LID's, mitigation fees, developer contributions, bonds.</p> <p>Proposed acquisition costs per 2005 City Center Projects Costs</p>						0	0	500	5000	5000	0	10,500

Assumptions: Town Square - \$7,800K												
Recreation Center Refresh	PK20200101	Parks, Recreation & Cultural Arts	2017	Recreation Center	N	0	0	100	0	100	0	200
Replacement or installation of recreation toys and equipment such as playground update, aquatic toys and features, and other amenities for drop-in play. The renovated recreation center opens in 2011 with an average monthly usage of 45,000 visitors and a year-round, daily operation which causes natural wear and tear on equipment. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.												
Doc Hageman Park Development, Phase I	PK2002041C	Parks, Recreation & Cultural Arts	2004	Dog Hageman park	N	0	50	250	5000	0	0	5300
1st phase of development for this MUGA-serving, neighborhood park. This park site was acquired in the MUGA for future development of a neighborhood park. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities. Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.												

<b>Lund's Gulch Open Space Preservation, Phase IV</b>	200900116	Parks, Recreation & Cultural Arts	2009	Land's Gulch	N	0	500	0	0	0	0	500
<p>Future acquisition of 4.76-acre McKinley property (Fisher Road) with Conservation Future's grants.</p> <p>Property acquisition in Lund's Gulch is to continue the City's preservation of this highly sensitive ecological area and protection of Lund's Gulch Creek. These sites are also strategic to future trail development in Lund's Gulch.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.</p>												
<b>Recreation Center Phase II</b>	BP2006023 B	Parks, Recreation & Cultural Arts	2006	Recreation Center	N	0	50	0	100	0	0	150
Design for Phase II expansion of the Recreation/Community Center planning, design, construction												
<b>Manor Way Park Development</b>	PK1997002 B	Parks, Recreation & Cultural Arts	2006	Manor Way Park	N	0	0	0	1,250	0	0	1,250
<p>Future Manor Way park will be a neighborhood park serving an underserved area in Lynnwood's municipal urban growth area. This park will be developed largely as walking trails with an active play area and parking lot.</p>												

<b>Alderwood Middle School Joint Development</b>	BP2006024	Parks, Recreation & Cultural Arts	2020	Former Alderwood Middle adjacent to Heritage Park	N							
The Edmonds School District has plans to redevelop the former Alderwood Middle School site which is adjacent to Heritage Park. This project proposes a joint development of the site to add public access to parking, walking trails, athletic facilities, and potentially an off-leash dog areas to better serve the neighborhood's park needs.						0	0	0	1,250	0	0	1,250
											Total	353,354

Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)



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